



FROM THE PRESIDENT



March 2022 begins with COVID restrictions entirely lifted in most areas. The rush is on to get equipment inspected, repaired, and freshened up for a season of somewhat "pre-covid" type attitudes. After all that's happened, I think we all are cautiously proceeding forward but are very optimistic for the upcoming season. My primary responsibility is maintaining locomotives, yet we find ourselves busy working with a contractor on getting a few cars ready to get back out on Amtrak. In addition, we are preparing our business fleet for a busy season of community events and marketing our railroad to current customers and potential new clients. With 2020 and 2021 behind us, what have you learned about our industry over the last few years? For most, I would guess one word would be resiliency. It makes you feel like you can pull anything off after the last few years that we lived through. Those who toughed it out are stronger due to the issues we dealt with through the pandemic. Many programs are now stronger for the long haul due to what has been learned through the lean times. Now it's time to sell the dream to the volunteers and paid staff to get them back to keep the dream alive for generations to come. You have to have the

inspiration for the perspiration to follow. Let's get excited, and let's go railroading.

W. Roger Fuehring

President, RPCA

LET'S CELEBRATE

RPCA - 40th Anniversary: Everything and Nothing has Changed

There weren't a lot of rules or fancy bylaws when the Railroad Passenger Car Alliance (RPCA) was founded forty years ago. It was a loose group of owners and operators of railroad passenger equipment who came together one January day in 1982 in order to pool their equipment for mainline steam excursions. The original members also were having issues finding and buying parts. By joining together, they could coordinate their purchases and reduce the costs.

When those mainline steam excursions ceased, RPCA amended its mission statement to include promoting the preservation and operation of historic railroad equipment, addressing the issues facing equipment owners, and working with the nation's railroads and Amtrak to facilitate the operation and movement of members' passenger cars.

Today the organization includes not only private car owners but also excursion train operators, museum operators, vendors, and railfans.

Current President Roger Fuehring's father Bill was the president initially, and Roger remembers those early days when he accompanied his dad to the meetings and worked on the cars. As a teenager, he and a neighbor piloted cars on the ends of freight trains. They decided to accompany the Eagle Canyon from the east to Bellevue. They had a generator but not much fuel and no technology, like cell phones. The freight got to a yard and stopped...for three days. They ran out of food and fuel, and the heat was unbearable. They were cooking hotdogs over an open flame on the propane stove. They were afraid that it would be moved if they left the car, but they finally walked into town and called Roger's dad. The elder Fuehring pledged to get the car moving, but the teens asked him to hold off so they could see a movie in an air-conditioned theater. They finally moved out when they woke the next day.

In addition to the challenges of moving the cars, finding parts was often an issue. Roger remembers an air conditioning unit failing on a trip and the owner using dry ice and a fan to keep passengers cool.

Bill Fuehring was burning out from the problems of moving passenger cars in 1997 and decided it was time to pass the organization's torch. His sentiments were much the same as those that our members feel today. In his farewell newsletter message to the membership, Fuehring wrote:

"Some of my feelings regarding the way the carriers treat us are as follows: They continue to merge, supposedly to save the shippers money and time, then what happens? We get higher freight rates, poorer service, and more restrictions." He concluded with the hope that the Amtrak Express business would mean more trains and more opportunities for private cars and parts movements. That was a short-lived venture, and it seems the harbinger of fewer opportunities on Amtrak.

Fuehring points out that the Railroad industry continues to change for car owners and operators, not for the better. "You never know when something is going to happen, like changing the ability to run with rotating end caps," he says. "It's only become more difficult to move on class ones."

But 40 years later, RPCA members are still gathering, swapping old stories, developing relationships, and looking at new partnerships and business models.



EARLY BOARD OF DIRECTORS MEETING

Photo: Right (front to back) Bill Fuehring, Jim Caldwell, Henry Weller
Left (front to back) George Payne, Glen Brendal, Don Maxwell, Courtney Shenkle,
Elaine Shenkle

RAILCAMP



With sadness, the management of NRHS has made the difficult decision and has canceled RailCamp again for 2022, citing the ongoing Covid-19 situation and the safety of the campers and staff. You can begin

to realize some of the myriad challenges -- with Covid requirements that vary from state to state, varying restrictions around vaccine mandates, testing, masking and distancing -- all differ with federal, state and local policies.

We will continue to work with our business partners throughout the year to make sure they are again ready and willing to host us again next year. Most RailCamp activities do not adapt well to social distancing.

The RailCamp staff was really looking forward to getting it back on track for 2022. We hope that the situation and circumstances improve so that we can resume RailCamp in 2023.

As you know, each year, since 2001, the RPCA, through the generosity of our members and our insurance partners (United Shortline, HMBD, and Borden Perlman McRail Insurance), strives to send at least two deserving youth to the NRHS RailCamp's via our Caldwell-Luebke Fund and the Stanlee E. Weller Fund. The scholarship includes all activities, transfers from to/from the airport or Amtrak, housing, meals, transportation during the week and a free one-year membership in the NRHS.

The funds that have been generously contributed towards the RPCA Scholarships (via the Caldwell-Luebke Fund and Stanlee E. Weller Fund) with the Collections at our banquet, donations with membership renewals, etc. remain restricted for RailCamp use only.

These funds will remain available and dedicated when needed. Thanks to your generous donations through these funds, we help make certain that no camper is turned away due to his/her ability to pay the tuition.

As always, and once again, we thank everyone for your generosity and continued support of RPCA's NRHS RailCamp Scholarship program.

Respectfully,

Roy J. Wullich II, CGMA, CPA
RPCA Treasurer and RailCamp Chairman
(and NRHS RailCamp Counselor!)

SAFETY

STAIRWAY TO SAFETY



I will be the first to profess my fear of heights. Acrophobia personified. My fear is probably baseless as I have no recollection of having any traumatic situation involving heights. This fear ranges from staying at least 10 feet from the railing of the Eiffel Tower to climbing atop a passenger car to paint the roof.

Ladders are really not a favorite piece of equipment for me. I will climb them to a height of about 15 feet, but much beyond that, and the acrophobia kicks in. That's not to say that I can't change a light bulb now and then.

March is national ladder safety month, and with the warmer weather, some of us may be breaking out the equipment to work on our cars. Here are a few rules to remember when setting up those ladders:

1. Be aware of overhead power lines when using a ladder. The ladder should be extended 3 feet beyond the top of the

structure or piece of equipment when placing the ladder. If you are going to be on top of a car, caboose or locomotive, you should look for powerlines and clearances, to begin with.

2. Place the ladder on level, solid footing. Don't extend the range of the ladder by building up some sort of stacked footing.

3. 3 points of contact. Yes, we do include this concept in the RPCA Safety training program. In ladder safety, that means two feet on the rungs and one hand on the ladder.

4. Go up and down facing the ladder, keeping your center of gravity within the center portion of the ladder.

There are more reminders on ladder safety on the OSHA website. One misstep and the consequences could be serious. Take it from a guy whose foot slipped off the bottom rung and ended up on his butt; please keep a healthy respect when using a ladder. Good luck with your planned work this month, and keep washing those hands. There are still quite a few different viruses floating around out there!!

Cheers,

Gary.

The MAINTENANCE, INSPECTION AND TESTING OF CAR AIR BRAKE EQUIPMENT Recommended Practice RP-001-21 Adopted: October 6, 2021 is now online

<https://heritagerail.org/wp-content/uploads/2022/01/MAINTENANCE-INSPECTION-AND-TESTING-OF-CAR-AIR-BRAKE-EQUIPMENT-10.21.pdf>

PARTS PLACE

Great Lakes Railcar (GLR) is no longer doing any fieldwork, so it's time to sell the tools.

GLR has many tools including wheel gauges, a single car test device, and much more.

For a complete list of items for sale, email: glr@greatlakesrailcar.com and ask for the FOR SALE list.

We're not looking for a profit, but what we have in them.

UMLER



Please see the table below. It is a summary of miles our subscribers' cars have run by Rail Road and by state. NOTE! these are only for RRs that Greenbrier provides data services for. Other RRs mileage is still outstanding and will be trickling in over time.

Some of these states require us to pay taxes on cars moving in their state, others don't. These taxes are part of what the annual subscription fee must cover as well as the office expenses. It comes out as an overhead cost borne by all subscribers because the "detail" data does not provide

the car number so that only the owner gets invoiced for the tax.

It is increases in taxes such as this that will be the primary reason RPCNB may have to raise the subscription fee in the future. NOT YET.

Also note how some RRs consider a passenger car moving in freight service as an empty car, others as a load because it is paying a rate, and on some RRs there is no consistency by doing both. It is RRing, go figure.

Pamm and Dan Monaghan

2021 - Private State Mileage Totals by Road

RPCX - Railroad Passenger Car Numbering Bureau Inc

<u>Road</u>	<u>State</u>	<u>Loaded Miles</u>	<u>Empty Miles</u>	<u>Mile Amount</u>	<u>Total Miles</u>
AWRR	TX	0	8	\$0.00	8
		0	8	\$0.00	8
BNSF	IA	0	40	\$0.00	40
	ID	0	100	\$0.00	100
	IL	0	111	\$0.00	111
	KS	0	332	\$0.00	332
	MO	0	732	\$0.00	732
	MT	0	324	\$0.00	324
	NM	0	134	\$0.00	134
	OK	0	545	\$0.00	545
	TX	0	296	\$0.00	296
	WA	0	316	\$0.00	316
		0	2,930	\$0.00	2,930
CN	IA	0	67	\$0.00	67
	IL	468	206	\$0.00	674
	IN	147	214	\$0.00	361
	MB	0	202	\$0.00	202
	MI	209	318	\$0.00	527
	MN	0	416	\$0.00	416
	ON	0	118	\$0.00	118
	PQ	131	107	\$0.00	238
	WI	0	816	\$0.00	816
		955	2,464	\$0.00	3,419
Grand Total:		955	5,402	\$0.00	6,357

RAILROAD NEWS

This is a synopsis of Railroad related news culled from various sources including Trains Magazine, Progressive Railroading, Railway Age, and various web sites.

Please submit your railroad news.

Museum and Excursion Trains



The two-state commission that oversees the Cumbres & Toltec Scenic Railroad has voted to restore a Rio Grande K-37 2-8-2, to the 64-mile narrow-gauge railroad for the first time since 2002. Both locomotives No. 497, and No. 492, will be evaluated to determine the best restoration candidate. The addition would give the railroad five large locomotives necessary to cover the regular schedule, engineer/fireman schools, and special events. No timetable was established for the evaluation or overhaul.

The newly-formed Saratoga Corinth & Hudson Railway has announced plans to begin tourist operations this spring. Trains will operate on more than 11 miles of the southern

end of the former Delaware & Hudson Railway Adirondack Branch, between Corinth and Greenfield, N.Y., just north of Saratoga Springs, N.Y. The locomotive will feature Alco S1 No. 5, built in May 1947 as Alco's Schenectady, N.Y., plant switcher, as its primary locomotive.

Buffalo Creek & Gauley Railroad 2-8-0 No. 4, the last steam locomotive in revenue service on the fabled West Virginia short line, will steam again, under a plan to obtain a new boiler for the Consolidation. John Smith, CEO of Cass Scenic Railroad and West Virginia Central Railroad operator Durbin & Greenbrier Valley Railroad, will meet with the contractor and the Federal Railroad Administration steam inspectors to finalize as many details as possible before the start of constructing the new boiler.

The Arizona State Railroad Museum Foundation in Williams, Ariz., has acquired the sole U.S. example of the SF30C rebuild program from Santa Fe's Cleburne (Texas) Shops. No. 9501 was built as a U36C by General Electric in March 1973 as construction No. 3990 and Atchison, Topeka & Santa Fe No. 8728. It was rebuilt in September 1985, the second unit in the program after prototype No. 9500 was completed five months earlier.

The city of Lebanon is preparing to approve a new eight-year agreement with the nonprofit Lebanon, Mason & Monroe Railroad, which operates a tourist railroad on city-owned tracks in the community. The current deal expires next year. The new contract will address replacing two of the five bridges on the 6-mile line at a cost estimated at \$1.3 million each. Under the new agreement, tickets sold by the railroad will include a facility fee — beginning at \$1 in 2022 and rising to \$1.50 by 2027 — to help fund infrastructure projects.

The Steam Railroading Institute has hired FMW Solutions to do critical running gear and wheel work on Pere Marquette 2-8-4 1225. This will be the most extensive running gear work performed on the locomotive since before it was retired in 1951.

For the first time, Transportation Technology Center Inc. (TTCI) is providing open access to three decades of its railroad technology research performed under the Association of American Railroads' (AAR) Strategic Research Initiatives (SRI) program. Technology Digest, a weekly publication highlighting key research findings and reports of industry-serving projects, is now available to the public through TTCI's new e-Library. New digests will become available in the e-Library 60 days following their initial distribution to AAR member subscribers. TTCI's Technology Digest summarizes findings and outcomes of SRI projects to provide railroads and suppliers with critical technical information related to wheel-rail interaction, advanced wheel and rail materials, special trackwork, bridges, vehicle dynamics, inspection technologies, geotechnical studies and other aspects of rail transportation. it is active [via this link](#).

The Dining Car Society has announced that it will move from its long-time home in Scranton, Pa., to the new Port Jervis Transportation History Center in Port Jervis, N.Y. The move will include several historic Erie Lackawanna cars and is expected to occur before the new transportation center's grand opening over Memorial Day Weekend. At least one of the Dining Car Society's cars, Lackawanna Railroad 470, will be staying in the Scranton area and has been transferred to the Delaware-Lackawanna Railroad. The car has historical ties to that part of Pennsylvania, officials said.

Amtrak/Freight/Federal Agencies



The STB held two days of public comment in February on the ramifications of two proposed daily Amtrak round trips between New Orleans and Mobile, Ala. Amtrak says it can start running two daily trains between New Orleans and

Mobile, Ala., with little impact on the two host railroads, CSX and NS. But the Class I disagree, taking the stance that Amtrak should pay for millions of dollars in capital improvements so that freight trains along the route are not delayed. The conflict between the passenger railroad and the freight carriers has been brewing for more than a year.

Some 45 witnesses spoke during the first day, among them FRA Administrator Amit Bose who said filings by Norfolk Southern and CSX have not met the statutory burden of proof to show the passengers would “unreasonably impair freight transportation.” But the STB chairman also spent an extended time learning from the director of rail services for Holcim Inc. how the imminent arrival of a passenger train could disrupt operations of the daily CSX local from Mobile that serves the company’s cement plant at Theodore, Ala. Early on day two, the STB heard from Wick Moorman, past president of both Amtrak and NS. Moorman said that he wouldn’t be taking sides in the case but that he supported expanded passenger service and he was confident that the STB could help mediate a compromise.

While the hearing was focused on passenger service on a 150-mile stretch of track across Louisiana, Mississippi, and Alabama, the decisions could significantly impact future relations between Amtrak and Class I hosts. It was perhaps best summed up by Bose, who said that railroads have a legal responsibility to allow Amtrak to use their tracks. However, if the STB were to rule in CSX’s favor and force Amtrak to pay for infrastructure improvements it could create a higher bar for service expansion in the future.

The public-comment session is the first of two phases in the hearing over the long-running between Amtrak and freight railroads CSX Transportation and Norfolk Southern over Amtrak’s effort to restore service on the Gulf Coast route.

A report on Amtrak performance, released by the Federal Railroad Administration, shows The Cardinal, Sunset Limited, and Texas Eagle were the Amtrak trains experiencing the most delays in fiscal 2021’s fourth quarter. The leading cause of delays was freight-train interference, accounting for 22% of total delay minutes, an increase of 36% from the previous quarter. Four railroads — Union Pacific, BNSF, CSX Transportation, and Norfolk Southern — accounted for 93% of the freight-train delay minutes.

The comprehensive report and data in four areas — on-time performance and train delays, customer service, financial performance, and public benefits — [is available here.](#)

A new report from the Amtrak Office of Inspector General lists three significant issues over cost-allocation practices that operators of Amtrak’s state-supported services say remain to be addressed by Amtrak. The Office of Inspector General said in a press release announcing the report. “... that tensions may hinder progress on issues beyond cost-sharing.”

The three challenges in resolving friction between Amtrak and its partners are:

- Conflicting views of decision-making and support.
- Unaddressed issues with cost-sharing methodology.
- Concerns over the accuracy of Amtrak’s bills to the state operators.

Amtrak has been recognized for workplace excellence, earning a spot on Forbes magazine’s America’s Best Employers 2022 list. Listed under the transportation & logistics category, this is the sixth time Amtrak has received this recognition.

